

§ 29.757 Hull and auxiliary float strength.

The hull, and auxiliary floats if used, must withstand the water loads prescribed by § 29.519 with a rational and conservative distribution of local and distributed water pressures over the hull and float bottom.

[Amdt. 29-3, 33 FR 967, Jan. 26, 1968]

PERSONNEL AND CARGO
ACCOMMODATIONS

§ 29.771 Pilot compartment.

For each pilot compartment—

(a) The compartment and its equipment must allow each pilot to perform his duties without unreasonable concentration or fatigue;

(b) If there is provision for a second pilot, the rotorcraft must be controllable with equal safety from either pilot position. Flight and powerplant controls must be designed to prevent confusion or inadvertent operation when the rotorcraft is piloted from either position;

(c) The vibration and noise characteristics of cockpit appurtenances may not interfere with safe operation;

(d) Inflight leakage of rain or snow that could distract the crew or harm the structure must be prevented.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 967, Jan. 26, 1968; Amdt. 29-24, 49 FR 44437, Nov. 6, 1984]

§ 29.773 Pilot compartment view.

(a) *Nonprecipitation conditions.* For nonprecipitation conditions, the following apply:

(1) Each pilot compartment must be arranged to give the pilots a sufficiently extensive, clear, and undistorted view for safe operation.

(2) Each pilot compartment must be free of glare and reflection that could interfere with the pilot's view. If certification for night operation is requested, this must be shown by night flight tests.

(b) *Precipitation conditions.* For precipitation conditions, the following apply:

(1) Each pilot must have a sufficiently extensive view for safe operation—

(i) In heavy rain at forward speeds up to V_H ; and

(ii) In the most severe icing condition for which certification is requested.

(2) The first pilot must have a window that—

(i) Is openable under the conditions prescribed in paragraph (b)(1) of this section; and

(ii) Provides the view prescribed in that paragraph.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 967, Jan. 26, 1968]

§ 29.775 Windshields and windows.

Windshields and windows must be made of material that will not break into dangerous fragments.

[Amdt. 29-31, 55 FR 38966, Sept. 21, 1990]

§ 29.777 Cockpit controls.

Cockpit controls must be—

(a) Located to provide convenient operation and to prevent confusion and inadvertent operation; and

(b) Located and arranged with respect to the pilot's seats so that there is full and unrestricted movement of each control without interference from the cockpit structure or the pilot's clothing when pilots from 5'2" to 6'0" in height are seated.

§ 29.779 Motion and effect of cockpit controls.

Cockpit controls must be designed so that they operate in accordance with the following movements and actuation:

(a) Flight controls, including the collective pitch control, must operate with a sense of motion which corresponds to the effect on the rotorcraft.

(b) Twist-grip engine power controls must be designed so that, for lefthand operation, the motion of the pilot's hand is clockwise to increase power when the hand is viewed from the edge containing the index finger. Other engine power controls, excluding the collective control, must operate with a forward motion to increase power.